

TRANSPORTATION NEWS

NOV 12 1970
WEBER COUNTY
ON THE WASATCH FRONT
Rm. 712 Municipal Bldg.
Ogden, Utah

Nov 1, 1970

WHY ?

Man has a compelling drive to discover why things are classified the way they are. This is especially true when evaluating highway classifications; there seems to be no logical order. Some heavily traveled streets are called primary, others secondary. Certain so-called secondary streets are wide modern highways while a good number of "primary" streets haven't seen a maintenance crew for fifty years.

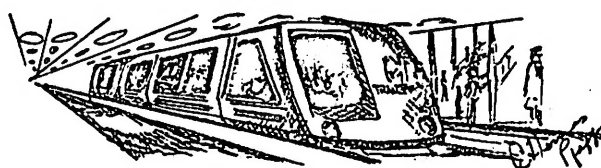
The reason for the confusion is simple - the system began in 1916 when the government established systems on which to base priorities for the allotment of Federal-aid Highway Funds. Those roads which connected county seats were called primary, and received top priority for that class of funds. Secondary became the title of roads which served communities on a farm to market basis. As America shifted from a rural to an urbanized society, the function of specific roads changed drastically but the classifications remained unaltered.

In 1968 the Federal Highway Administration requested that each state study, analyze and classify these roads according to

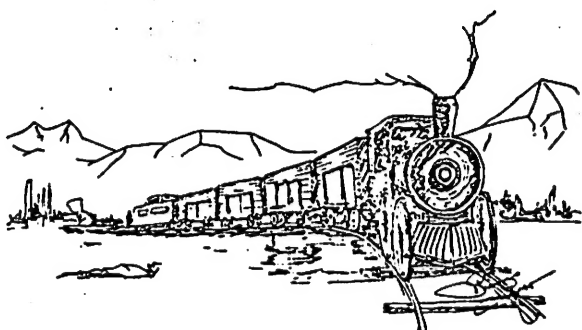
the functions they individually, and as networks, perform. There are five general classifications in this new system:

1. Principal Arterial: Roads which function as interstate routes providing great mobility, long trip lengths, and controlled access.
2. Minor Arterial: Highways which serve the same purpose within a state as principal arterials do within the nation.
3. Local Access: The bottom of the classification hierarchy. These roads provide access to land and function is confined to a small number of users.
4. Major Collector: A link between access and arterial roads with functional emphasis largely on mobility.
5. Minor Collector: A linking road with emphasis largely on land access.

NOV 1970
VOLUME 2 NUMBER 9



- Open -



ROAD COMMISSION LEAVES TRACKS

The proposed highway up Provo Canyon will basically follow the old Denver & Rio Grande Western Railroad Right-of-Way from Olmstead to Nunn's. Removal of the track was to have been started in September of 1970 to prepare for construction. However, the Hatch Railway Museum and Foundation had plans for a scenic, steam railroad from Wildwood to Heber.

The steam locomotives available to the foundation are located outside of Heber and it would be very costly to bring them to Heber after the Highway Department removes the old Denver & Rio Grande Western tracks.

The Foundation stirred up enough interest in the development of the scenic train route so that the Heber City Chamber of Commerce initiated the *Save the Heber Creeper Committee* which, in conjunction with the Foundation and other interested parties, appeared before the Highway Department and requested postponement of track removal until the rolling stock of

antique engines could move into Heber Valley. The Road Commission thereby unanimously agreed to forego the removal of the tracks from Olmstead to Wildwood until April 1, 1971.

Lowe Ashton, chairman of the *Save the Heber Creeper Committee*, is enthusiastic about the potential for a scenic tourist train in Wasatch County: "It will stir up memories in some old timers and give the young an opportunity to relive a bygone era."

So far, efforts have been productive and the committee anticipates steam locomotive trains running the length of the tracks in the near future.

Once the rolling stock is in Heber, the committee must prove the financial feasibility of this endeavor to the Highway Department who presently owns the tracks from Wildwood to Heber.

U T A

Utah's newly formed Transit Authority has been, since its formation in March 1970, endeavoring to give Salt Lake City and nearby communities an efficient public Mass Transit System. In October's issue of *TRANSPORTATION NEWS* the UTA objectives were outlined along with a brief statement of progress to that time. Since then certain major steps have been completed and are as follows:

SITE PREPARATION

Demolition was completed October 21, 1970 on the proposed site for the Maintenance Shops.

FACILITY PLANS

At present, the plans for the maintenance shops are about 60% complete. They will be finished and approved near December 1, 1970 with construction underway close to the first of the year.

NEW BUSES

A contract was awarded to General Motors on October 1 for the purchase of 6 new air-conditioned, 45 passenger, diesel buses.

ELECTION DAY

Unincorporated areas of Salt Lake County will have an opportunity of voting on becoming part of the expanded bus system proposed by UTA on November 3, 1970

